

THE DELAWARE AND HUDSON COMPANY BULLETIN



APRIL 1, 1929

INDIAN HUNTER
OTSEGO LAKE

The Song the Freight Train Sings

By LEO A. BORAH

*THERE is music in the clacking of my wheels upon the rails —
It's the rhythmic song of industry that never, never fails ;
From Atlantic to Pacific, from the Gulf to Arctic snow,
Where the restless rails are leading to the skyline still receding,
It is beating out its cadence as I take my pack and go.*

*Sand and gravel from the ocean, tons of ore from mountain mines,
Furniture, pianos, cotton, and the logs of giant pines,
Wheat and flour, bricks and mortar, shoes and clothing—all I bring ;
On my flat cars piles of lumber to build homes in goodly number
While my clacking wheels keep rolling, and the rails beneath them ring.*

*I hold furs from out the frozen North and rugs from Eastern lands,
And the coal to drive the mighty ships that ply to foreign strands ;
When the motors on the highways pass me, slyly poking fun,
I can chuckle at the swankers, for I carry in my tankers
All the gasoline and oil that make their speeding engines run.*

*My refrigerator cars are filled with fruits of every clime,
That North, or South, or East, or West may know no famine time ;
I hold farming tools, machinery, utensils of the trades,
Tractors, automobiles, cattle—gear of peace, and guns of battle—
I am carrying a city as I thunder on the grades.*

*Empty cars I leave on sidings to be laden with the spoil
Of the berry fields and orchards that reward the farmers toil ;
Halting sometimes, never quitting, I keep following the track,
Linking all the land together, scorning distance, scorning weather,
Where I go I scatter plenty and I carry plenty back.*

*Through the clamor of the daytime, through the quiet of the night,
I go rumbling, roaring onward, bringing food and warmth and light ;
I look dull and unromantic ; but within my hundred cars
Is the stuff of dreams and story that has built the freight train's glory—
Shafts of steel and stone that tower to the everlasting stars.*

Nation's Business.

*The**The**The*

DELAWARE AND HUDSON COMPANY

BULLETIN

Vol. 9

Albany, N. Y., April 1, 1929

No. 7

Water Boy to Roadmaster

Present Condition of Pennsylvania Division Track Attests His Efforts

At the mention of the term "railroader" the mind's eye tends to picture the engineer on the right side of the locomotive cab, the fireman on the engine deck feeding coal into the firebox, the trainman atop a string of swaying freight cars. his brother passenger trainman, or perhaps the passenger conductor. They are indeed railroaders, if the term may properly be applied to any railway employees. Nevertheless, there are others whose duties are not performed before the eye of the public, who are, consequently, oftentimes overlooked. This latter class, which includes most of those on the pay rolls of the company, is equally vital to the successful operation of the road. No one department is more important than the others, for if one should cease to function properly at any time the others would be severely handicapped, to say the least.

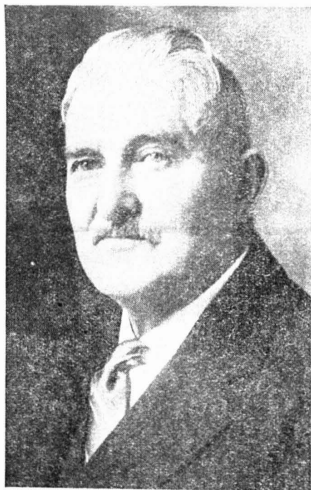
One group which is often overlooked by the public at large in this respect, comprises the men whose responsibility it is to care for the right of way. Without them modern railroad operation would be impossible. In this department there are men who have rendered invaluable service to the company for scores of years, and such service

should not pass unnoticed or unappreciated by their fellow employees. Take, for example, a man who served our company for fifty-six years and eleven months, continuously, beginning in the days when "the gravity" was the only line operated by The Delaware and Hudson Company.

Before we can form a true conception of the accomplishments of such a man, we must realize that conditions when he entered the service, in 1871, were far different from what they are today. At present, in the anthracite regions of Eastern Pennsylvania, there are cities, towns, and villages, with every modern convenience in the way of manufacturing plants, transportation facilities, and home comforts. Then, there were only scattered settlements, and the mining industry itself was being carried under great handicaps due to the lack of equipment. The tremendous progress which has taken place meanwhile, is largely due to the untiring

efforts of railroad men who helped to overcome all of these obstacles so that anthracite could be given to the outside world, and in so doing provided homes and employment for thousands of people.

JAMES D. HEVERS was born at Farview, Pa.,



JAMES D. HEVERS

November 17, 1856. His father, a section foreman, was one of the earliest settlers of Olyphant, where his section was located. At the time of JIM's birth the family lived at Farview and the father rode the gravity trains to work daily. At that time Farview marked the summit of the road between Carbondale and Honesdale, while Olyphant was the southern terminus of the line. At that time Farview was the scene of great railway activity, and thousands of tourists came daily, during the summer season, to eat their picnic lunches at the top of the mountain.

JIM grew up in the adventurous atmosphere of the gravity road and at the age of twelve entered the service of the company as water boy on his father's section gang. While he had a desire for work, he also wanted to go to school. To this end he secured leaves of absence during several fonths of each of the following few years to permit him to attend J. B. Hawker's Business School in Scranton (then known as Hyde Park).

Up to the time he became of age he continued in the capacity of water boy and laborer under his father. By this time he had become familiar with the road and the problems of track work, and being ambitious to rise in the ranks, he sought a better position.

Such an opportunity offered in 1879 when he became flagman-switchman at Valley Junction

(now Dickson). It was his duty to throw the various switches for the cars going to and coming from "the gravity", as well as those on the main line. (By this time the steam line had been built between Valley Junction and Carbondale.) This was a highly complicated work owing to the fact that there were cars of three different gauges to be switched. Gravity cars were 4 foot 3 inch gauge; the steam line cars required 6 foot track; while others were of the present standard gauge of 4 feet 8½ inches. Trains coming into Valley Junction frequently consisted of cars of all three gauges; to keep them moving much depended upon the switchman. After three years of this work another opportunity was offered him.

MR. HEVERS was made foreman of a section, three miles in length, at Olyphant, under Roadmaster Keller. (Its exact location could not be defined at present due to subsequent track changes.) Other promotions followed until the year 1900 when he became Track Supervisor of the Valley Road, and on May 1, 1916, was made Roadmaster of the line from Wilkes-Barre to Carbondale, including the Honesdale Branch and the Wilkes-Barre Connecting Railroad.

It is also interesting to note that the rails themselves have become heavier as railroad development progressed. On the gravity road they

(Turn to page 108)

Retired With Honor

DURING recent months the Board of Managers has approved pension allowances for a number of our employes. While their work with our company is finished, it is our sincere hope that they may enjoy many years of happiness, during which to revive the memories of pleasant acquaintances and duties connected with their employment by The Delaware and Hudson Company. There names follow:

NAME	OCCUPATION	LOCATION	ENTERED SERVICE	RETIRED
Agar, John G.	Chief Clerk (S. of T.)	Albany	June 22, 1882	June 1, 1928
Boyle, Martin H.	Foreman (M. of W.)	Westport	June 1, 1876	Dec. 1, 1928
Brennan, George	Painter (M. P.)	Carbondale	Aug. 1, 1882	Nov. 1, 1928
Foster, Samuel H.	Ticket Collector	Carbondale	Apr. 1, 1883	Feb. 1, 1928
Gallico, Edward	Ticket Agent	Green Island	Mar. 1, 1876	Jan. 1, 1929
Ireland, Harry D.	Clerk (Accounting)	Albany	June 1, 1895	July 1, 1928
Janes, William G.	Clerk (Accounting)	Albany	May 1, 1898	June 1, 1928
Kiefer, Frank J.	Conductor	Carbondale	Nov. 1, 1884	June 1, 1928
Miller, Valentine	Gang Leader (Car)	Carbondale	Jan. 22, 1914	Oct. 1, 1928
Mitchell, Paul	Foreman (M. of W.)	Plattsburg	May 1, 1884	Apr. 1, 1928
Olcotta, Frank	Asst. Foreman (M. of W.)	Pittston	Mar. 13, 1882	Oct. 1, 1928
Parsons, William L.	Yard Clerk	Binghamton	May 1, 1880	July 1, 1928
Pearce, William F.	Crossing Watchman	Honesdale	Sept. 1, 1869	Dec. 1, 1928
Rose, Simon	Baggagemaster	Honesdale	Feb. 1, 1877	Nov. 1, 1928
Shiffer, Milot	Yardmaster	Hudson	Dec. 1, 1868	Dec. 1, 1928
Smith, John T.	Asst. Gen'l. Repairman	Oneonta	July 1, 1900	June 1, 1928
Urquhart, Murdo	Foreman (M. of W.)	Saratoga	May 1, 1886	Nov. 1, 1928
Webster, Elbert J.	Callor (Trans.)	Mohawk	Mar. 1, 1903	Oct. 1, 1928
Weeks, Albert G.	Baggageman	Albany	July 1, 1876	Nov. 1, 1928

"A Rail-less Railroad"

Linn Tractors Used As Motive Power for Hauling Freight Beyond "The End of Steel" on Railroad Construction in the Wastes of Northern Canada

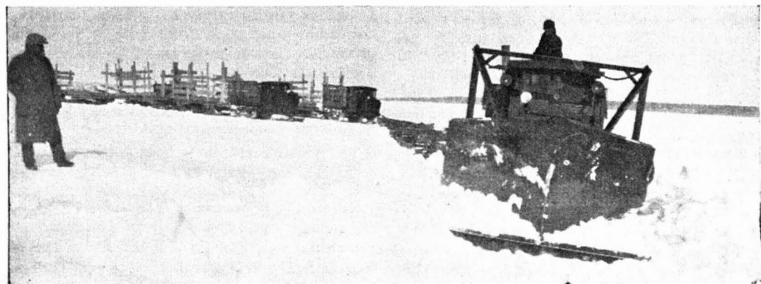
ONE cold, bleak morning early in January the usual winter stillness of Butternut Valley was broken by the thundering roar of a huge motor beating with increasingly regular staccato rhythm. A stranger in Morris, N. Y., might have looked upward expecting to see a large airplane overhead, but those who have lived there for any length of time during the past ten years gave it only a passing thought, for they knew it was another Linn Tractor coming to life. If there was any sputtering at first, due to the below-zero weather, it ceased quickly as the six-cylinder 100 horsepower engine warmed up and every cylinder fired in perfect time.

With a fresh burst of life, broken by a short pause as the gears dropped into mesh, the great machine was under way. There was no slipping for the heavy iron-padded caterpillar tread found a firm grip in the deep snow. In the cab the driver grasped the steering wheel and proceeded with utter disregard for bumps or depressions of the ground before him. The tractor traversed with equal facility a steep bank and a deep ravine without the slightest hesitancy, arriving at last at the state highway to begin the first lap of its 2,000 mile journey to the Arctic wastes.

By the time this article goes to press that tractor will be serving in one of the greatest pioneering projects of the century. It was bound for Chesterfield Inlet, located on the extreme north-

western shores of Hudson Bay, 550 miles due north of the northern boundary of the state of Minnesota, or approximately 1,650 miles northwest of the city of Albany, N. Y. So far as is known this is the most northerly point at which any such form of mechanical power has ever been used. There it will battle with the grip of Arctic storms to service airplanes of the Dominion Explorers Limited, a firm engaged in mapping that northern country and investigating mineral resources.

Before continuing further with the story of this fast developing region, let us consider the plant which has just released this machine, as well as the tractor itself. One would scarcely believe that nearly every working day of the year sees a tractor completed. The buildings, all told, cover scarcely more than one acre of land, including the main plant and the servicing plant nearby. Power from Butternut Creek operates the machinery, through the medium of a huge water wheel making seven revolutions per minute, geared down on a ratio of forty-to-one. This power plant, operated by the waters of an artificial lake to the rear of the plant proper, is sufficient to take care of the present needs of the shop. During the year 1928, alone, the company turned over 164 carloads, containing 168 tractors, to The Delaware and Hudson Company freight house at Oneonta, for shipment to purchasers in



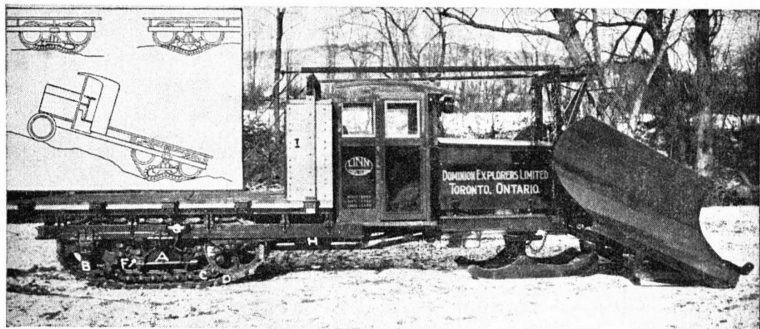
"Breaking Out the Line" in the Far North

twenty-two different states, and in addition shipments to Canada, Mexico, Australia, Argentina, and Switzerland.

During the world war the tank, embracing the principles of the tractor, came into world prominence. It broke through fences and buildings, uprooted trees, and moved over shell-torn territory with steady pace, in addition to which it could be made practically bullet-proof. At the same time the caterpillar tread was being developed for commercial use. Its great advantage lies in the enormous weight it will support on soft ground with a proportional increase in tractive power. As a result its transportation value is the sum of the "pay load" (load carried on the

The solution of (1) lies in placing sufficient weight far ahead of the track so that the leverage will be sufficient to keep the entire surface of the tread on the ground. This is accomplished by locating the engine at the front of the machine. In so doing (2) is also partially solved for an increased tractive area gives greater tractive power. This is supplemented by placing a "pay load" on the machine, thus adding more weight on the tracks. Number 3 can only be solved by devising a flexible track unit, which solution is explained below. The problem of steering (4) is overcome by using the conventional wheel method to supplant de-clutching on one side or the other.

The great objection to the latter system arises



Close-up View of Linn Tractor and Diagram Showing Details of Construction

machine itself) and the amount it will pull on trailers.

Before the common tractor could be fitted to such use, two obstacles had to be overcome. They are, first: The loss of traction under various conditions; second, the element of risk attendant upon hauling downgrade or upon backing up. Traction is lost and the load thereby stalled in the following circumstances: (1) the pull being very heavy, the tractor lifts up in front and rides only upon the rear part of its tracks, tractive area is thereby reduced and the treads slip without moving the machine; (2) insufficient weight over the tracks causes them to slip the same as a locomotive with poor weight distribution; (3) uneven surface of the ground causes the tracks to lose their effective contact over a large part of their area and they slip; (4) on making sharp turns the inside track is declutched, throwing the entire load on the outside track, which, having only half its normal tractive area, slips.

from the fact that, when backing up or retarding a load downgrade, the controls have to be worked "the wrong way", or the reverse of the ordinary driving order. It is easy to understand that in backing this would be true. When holding back a load coming downgrade if the usual practice of declutching the inside track were followed, the entire force would be thrust on the outer track causing the machine to swing around. For this reason the steering operations have to be reversed on ascending and descending grades when declutching is resorted to for steering.

The problem of constructing a flexible track unit has also been overcome. Weight-bearing rear axles have been done away with in this machine. Instead, the weight is borne by a triangular support (A). The power is transmitted direct to the rear pair of wheels (B) at the rear of the unit. The weight is distributed equally from (A) to two movable triangular units (F) around

(Turn to page 109)

"Before the Doctor Comes"

Retirement of the Organizer of First Aid to the Injured Has Peculiar Significance to The Delaware and Hudson Family at This Time

COINCIDENT with the graduation of the 1929 First Aid Classes in the Maintenance of Way Department, Saratoga Division, and the report of the contest between First Aid Teams of the same Department on the Pennsylvania Division, comes the announcement of the retirement of Dr. M. J. Shields who has for sixteen years served the Red Cross.

For two reasons it seems fitting to pay a tribute to Dr. Shields at this time: First, because he was the originator of the idea of First Aid to the Injured as we know it today; Second, because it was in Jermyn, Pa., right on our own lines, that the movement was started.

Many of us are accustomed to thinking of the Red Cross as a vague sort of institution which, like the Federal Government, requires a certain amount of our good money each year to enable it to perform noble deeds in the Near-East, Siam, or Afghanistan, or some other place that is only a name to us. We "join up", as everyone else does, because we feel that we are helping a good cause; and so we are. Perhaps, too, we remember the help the Red Cross agents give to unfortunate people at the time of disasters like the Florida hurricanes or the Mississippi or New England floods. Such things bring the

realization of our charity a little nearer home!

We are indebted to *Railway Life* for bringing to our attention the retirement of Dr. Shields and the story of his work which follows:

On a peaceful summer morning in 1899 the quiet of the little mining village of Jermyn, Pa.,

was suddenly disturbed by three long blasts of the siren at the coal breaker. This was the prearranged signal for calling the mine ambulance—the signal that some unfortunate miner was hurt; also a signal to the mule barn a half mile away from the mine shaft for the "barn boss" to hitch two crippled mules to the old-fashioned, high-wheeled mine ambulance, and drive to the mine as quickly as possible. Miners' wives could be seen rushing from the doorways of cottages into the streets, anxiously asking each other who was hurt. This cruel custom of the three long whistles of the siren as a signal that a miner was injured had obtained for years. Every one in the village knew and dreaded it. This signal was sounded no matter whether it was a broken arm or a broken back. It caused agonized suspense to every miner's wife. "Was it my man? How bad is he hurt? Is he killed?" were questions sometimes unanswered for an hour or



DR. M. J. SHIELDS

AFTER organizing First Aid Work in the coal mines of Northern Pennsylvania, Dr. Shields enlisted the cooperation of the United States Army Medical Department, and later, developed the basic part of the plan for promoting and extending First Aid by the Red Cross as we know it today.

He has been engaged in this work for 30 years, and his work is known to thousands of his friends who have experienced his enthusiasm and thoroughness in spreading the "Gospel of Safety."

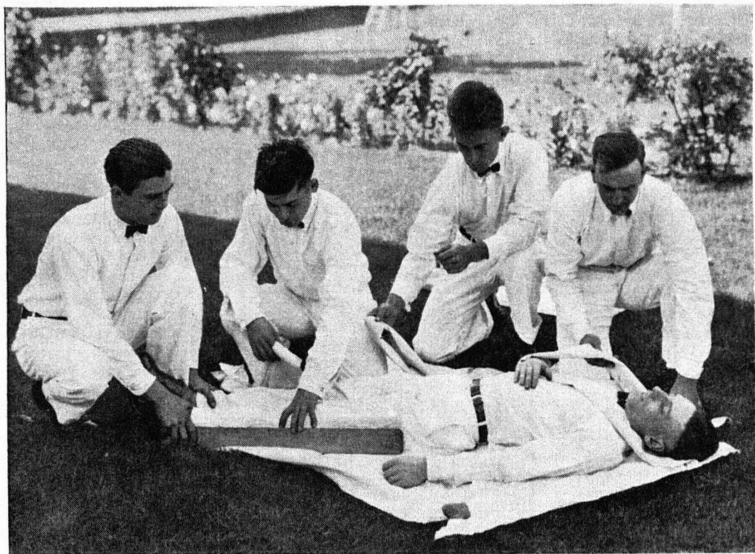
The Delaware and Hudson Company Bulletin

two. This terrifying suspense sometimes resulted seriously. Nervous women were thrown into convulsions, and the whole village upset and in a tense state of anxiety.

It was just instances as this, and because comparatively slight injuries were made serious, and serious injuries made fatal by lack of proper first aid, or through ignorance the injured man received the wrong first aid, that Dr. M. J. Shields, a general practitioner and rather a newcomer in the village resolved, if possible, to remedy the

during the winter of 1900, Dr. Shields gave a course of lectures and demonstrations on how to handle accidents "before the doctor comes." Subsequently funds were raised by volunteer subscription to purchase first aid supplies, and first aid boxes were placed in each of the five "headings" of the mine. In this manner was the first aid movement started in the United States.

In 1904, after his house in Jermyn was destroyed by fire, Dr. Shields moved to Scranton, Pa., and in 1905 he succeeded in influencing Capt.



A Typical Delaware and Hudson First Aid Team

unfortunate conditions. He succeeded in stopping the siren signal for the ambulance by having a telephone installed in the mule barn.

Knowing that he had among his clientele some "Cousin Jack" English miners from Cornwall who had received some training in first aid from the St. John's Ambulance Association, Dr. Shields succeeded in getting about twenty-five men together and organized, in December, 1899, a first aid association. These men themselves contributed to the work and with the aid of several benevolent societies raised sufficient funds to send to London to purchase first aid books. So

W. A. May, the general manager of the Pennsylvania Coal Company, to organize first aid and make it a part of the operative plan in the concern's mines. Thanks to the local press, the movement had been brought to public attention and highly praised. Owing to the recent passage of the Pennsylvania law requiring anthracite mining companies to have a properly equipped first aid room in or about each mine, practically all the anthracite companies instituted first aid. The humane movement extended to the whole anthracite coal region, and the systematic plan of the Pennsylvania Coal Company of

monthly first aid meetings in charge of a physician was adopted by all the larger companies.

Realizing that something further should be done to stimulate and keep up interest, Dr. Shields conceived the idea of first aid contests, patterned after the St. John's Ambulance Association "competitions" in Great Britain. In October, 1906, there was held in the armory at Scranton the initial first aid contest in the United States. From this beginning first aid contests have spread so they are held, not only by the mining companies, but nearly every industry, notably by the Associated Bell Telephone Companies and the railroads.

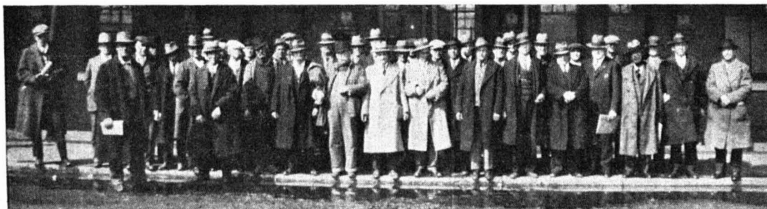
Dr. Shields after managing company and inter-company contests in 1906 and 1907, devised a plan of having medical officers of the Army act as judges. In 1908 he addressed a letter to Secretary of War Luke Wright, informing him that there were several hundred men in the anthracite regions of Pennsylvania trained in first aid who, with very little further instruction, could be placed in the Hospital Corps of the Army in case of war, suggesting that the movement be recognized by sending medical officers to act as judges at the next first aid contest. Dr. Shields received a prompt reply from Secretary Wright, who stated that three medical officers would be detailed. The medical officers upon their return to Washington made a very flattering report to the Surgeon General of the Army of the splendid work of the miner first aid teams.

A report of this unique affair, through Col. Charles Lynch, reached Miss Mabel T. Boardman, Secretary of the American Red Cross who was immediately interested. The result was an Act of Congress which "at the pleasure of the Surgeon General, detailed a medical officer with at least the rank of Major, to the service of the American Red Cross." Col. Lynch was subsequently detailed. Miss Boardman expressed her intention to witness next year's contest.

In 1909 medical officers were again requested of the War Department to act as judges. Col. Lynch was again sent, and with him Capt. Carl Sieler and Capt. H. J. Bailey (both now colonels). Miss Boardman was invited and she not only accepted, but got Capt. John S. Muckle, of Philadelphia, to donate a very large and handsome silver loving cup as the principal team prize. The donor was at that time President of the Pennsylvania Branch American Red Cross. He served in the Navy in the Spanish-American War, and was a member of the British and Canadian Recruiting Mission in the World War. Captain Muckle, an eminent engineer and inventor, now retired, also was a delegate to the Ninth International Red Cross Conference at Washington. Miss Boardman was so enthusiastic on viewing the wonderful first aid work of the miners that she and Col. Lynch who, as stated before, was now on regular detail to the Red Cross, thought it would be a most valuable peace-time educational activity for the Red Cross to adopt. So Dr. Shields was asked for a plan whereby first aid could be made a part of the program of the Red Cross and be extended to industries in all parts of the country. Dr. Shields submitted a plan, and this is practically the basic part of the plan for promoting and extending first aid by the Red Cross today. Then he was asked to aid in carrying out the plan by accepting service with the Red Cross, which, after some serious consideration, and at a sacrifice of his professional medical career, he accepted, January 1, 1910.

In July, 1917, he was granted a leave of absence to enter the Medical Department of the Army. He was honorably discharged in 1919, and resumed Red Cross work. In 1925 he was commissioned a lieutenant colonel, Medical Reserve Corps, U. S. Army. On September 1, 1928, he relinquished his active Red Cross work, being placed on the consulting staff of the First Aid and Life-Saving Service.

(Turn to page 110)



Graduates of First Aid Course, Saratoga Division, Maintenance of Way Department

The

Delaware and Hudson Company BULLETIN

Office of Publication :
DELAWARE AND HUDSON BUILDING,
ALBANY, N. Y.

PUBLISHED semi-monthly by The Delaware and Hudson Company, for the information of the men who operate the railroad, in the belief that mutual understanding of the problems we all have to meet will help us to solve them for our mutual welfare.

Permission is given to reprint, with credit, in part or in full, any article appearing in THE BULLETIN.

Vol. 9 April 1, 1929 No. 7

*There's so much good in the worst of us,
And so much bad in the best of us,
That it ill behooves any of us
To talk about the rest of us.*

The Song of the Freight Train

WHEN you read the poem on the inside front cover page of this BULLETIN did you notice the rhythm or swing to it? Every third or fourth syllable has a "beat" to it so that when you read it that way, you can picture a poor old "one-legged hog" limping along with a string of groaning, protesting freight cars all holding back and doing their best to "outlaw the job".

Perhaps those were the "happy days" that some of us love so well to recall to mind; only ten years ago, to be sure. There are very few men in the train service, or elsewhere, however, who want to revert to those times and to work under those conditions. Now, before an engine is sent out to pull a train, whether it be passenger or freight, it must be in fit condition to handle the job. Sending out a "lame" engine may result in tying up the railroad and that, of course, cannot be tolerated.

It is the same way with the men on the engines, in the cars, the yards, the stations, and the offices, or anywhere else, either on or off the line. They must be in the proverbial "pink" of condition while they are on the job and representing the company. When you report for work each day inspect yourself just as critically as you inspect your engine, flagging equipment, typewriter, or whatever tools you are given to work with. A

poor workman blames his tools, according to an old proverb, but the tools, fortunately for some of us, cannot tell what they know.

Having made your inspection of yourself, go after the matter of having everything that is not just right fixed up before you start the day wrong. Then you'll be in shape to swing out on the "main line" and "make your time" easily, taking pleasure in accomplishing whatever work you have to do that day. Otherwise, if you limp out on one cylinder you are certain to have to fight your way through the day and at night you will be exhausted without knowing why; and the world will be "all wrong".

Let your song be a real song and not the mournful dirge that the poor old freight train used to sing.

Make the Pennies Count

IT'S fine to have a fortune
Of unlimited amount,
But the man who has the coin today,
Once made the coppers count.

For as little drops make rivulets
To feed the mighty sea,
So the pennies build the dollars
And financial liberty.

Don't despise the little copper;
Every one you salt away
Will be rolling up the interest
While you work from day to day.

You will be surprised and tickled
When you check your bank accounts
How the cents turn into dollars
And how much each copper counts.

—Selected.

April Meeting of Veterans

THE regular spring meeting of The Delaware and Hudson Veterans' Association will be held in the Elks Club, in Main Street, Oneonta, Sunday, April 14. Dinner will be served in the dining room of the Club at 11:45 and will be followed by the business meeting at 1 P. M. The members will be notified by circular letter of arrangements for any special train service which may be made. It is expected that plans for the outing will be discussed at this meeting.

Japanese Observance of Rules

An Experience Related by a Recently Returned Traveler

THE Japanese are sticklers for rules and regulations. They live by rule and the head of all rule is the Japanese government. Railroads in Japan are governmentally owned and managed. They are regarded as a part and subsidiary of the military branch of the government. As such they run by rules which, having once been made, no one apparently knows how to break. There are no exceptions.

An American left Tokyo to take the "Tokyo-Shiminosaki Special Daily DeLuxe Train". He was equipped with his first-class ticket, his "extra rapid" ticket, and his parlor car ticket. He reached the train gate in the great Tokyo station, accompanied by a red-cap with his hand baggage, twenty minutes ahead of time because there is only one train a day and he was to board a steamer that night at Kobe on his way to Europe.

At the gate, they examined his tickets but refused to let him pass. There was much talking in Japanese, but no one spoke English except the American who spoke nothing else. The red-cap, seeing the situation, bounded off to get the man at the "Information" window who spoke some English. He arrived and explained that the American's parlor car ticket was dated the day following, not *that* day. It would have to be exchanged before he could pass the gate. To exchange it, the Station Master must be consulted. One of the gatemen would at once proceed to see the Station Master: "would the American gentleman please wait?" The American, now getting somewhat excited, explained that he *must* get that train as he had to connect with a steamship for Europe. They assured him the exchange would be expedited as much as possible.

The American fumed at the gate as the minutes went by. Finally he decided to solve the situation by buying another Pullman ticket dated that day. He rushed to the ticket window, but there it was pointed out that his railroad ticket had already been punched, showing he had purchased a Pullman seat, and that another seat could not be bought on the same ticket. He then demanded a whole new outfit of tickets but found, when he went to pay for them, that his Japanese currency was not sufficient. Expecting to spend only this last day in the country, he had reduced it to an amount which seemed liberal for that day.

However, he immediately threw down American gold coins to pay for the new ticket. The ticket office explained that they could not accept foreign money, only Japanese money was valid.

So back the American dashed, this time determined to crash the gate, get on the train, and settle accounts later. However, the gatemen evidently saw his intention for they drew up in a line across the open gate, barring his way. The only way through was to knock them down. They were government military officials in a proud and sensitive country whose rules are not to be broken. The American saw himself, not only losing his ship, but also losing his freedom and languishing for many moons in a Japanese prison. He therefore did not crash the gate.

The time for departure arrived, the gate closed, the tin-pot engine blew its whistle and tinkled its bell, the trainmen saluted the conductor, the conductor saluted the Train Master, everybody saluted everybody else, and with many rattles from the old wooden coaches, the great "Special Daily de luxe Express" pulled out of the Tokyo station.

Some time later a little procession, led by a high official in gold braid, came down to the gate where the American still stood. They explained that the matter had been fully investigated—they had done a thorough job. They phoned the agency that sold the ticket, phoned the hotel that sent the ticket order to the agency, and it appeared that it was the mistake of the government railroad ticket agency. The hotel had put the right date on its ticket order, but the agency had stamped the ticket with the wrong date. Therefore, it was the fault of the agency. For this they stated their regret and with dignified bows, departed.

For them the incident was closed. They had stated their regret for the wrong date on the ticket; therefore, they were through. Mind you, they didn't regret he had missed his train, that was none of their business, nor still worse, that he had missed his steamer. That was beyond their horizon entirely. They only regretted the wrong date on the ticket. But the American had missed his ship.

The Japanese railroad men knew how to make rules, but not how to break them.

Democracy

I RARELY read without finding a fresh and more vigorous attack on democracy. The gloomy Dean Inge said lately it is becoming plain that democracy has done its work—that it is a most wasteful and unstable form of government and a luxury we cannot afford. Are we so worthless we cannot govern ourselves? I believe so much in human rights that I cannot imagine myself submitting willingly to king or dictator; I so much admire the people I cannot quite admit they must have a master. Slavery has been found objectionable; slaves rebel so often that an intelligent system of liberty has been found to work better. There are many evidences that the people are not doing well with democracy; the great excesses in human history have been due to too much of it. The old Romans wrecked a democratic government—a dictator rescued them. The Russians are murdering themselves and democracy; the Reign of Terror in France ended only because of the iron hand of a dictator. There is reason back of this general fear of democracy. If I long for anything with patriotic fervor, it is that the people of the United States may learn to govern themselves so well that they will never be disgraced by a dictator. And if we do this, we must behave better. We are grossly offending nature. The only remedy is for the people themselves to appreciate better the blessings of democracy, which always fails in the hands of a shiftless, idle, unfair people. * * *

The people of many nations have been able to accomplish reasonable justice among themselves in their private affairs, but always in their public affairs there has been the menace of a half or wholly insane king, president, congressman, governor, county commissioner, city councilman, township trustee or road overseer, with troublesome regulations, prohibitions, parades and conventions. In most respects mankind grows wiser with civilization. This has not been true in public affairs. The greatest public extravagance in history must be credited to the present generation of rulers.

E. W. HOWE.

The sad-looking man at the corner table had been waiting a very long time for his order. At last a waiter approached him and said:

"Your fish will be coming any minute, now, sir."

"Oh, yes," said the sad man, looking interested. "And what bait are you using?"

Water Boy to Roadmaster (Continued from page 100)

averaged 44 pounds per yard; on the main line in the past century, 67 pounds. Delaware and Hudson tracks today on the Pennsylvania Division vary between 90, 100, and 110 on the Jefferson sub-division.

Mr. HEVERS is of a very reticent temperament, loathe to talk about any of his accomplishments. Indeed, it was only with the greatest difficulty that he could be persuaded to give a meager account of his life during his long stay with our company. We know, however, that when he was put in charge of the track on the Pennsylvania Division it was of different gauges and of light construction. In order to carry heavier cars and locomotives, of standard gauge, many changes were necessary. All of them have been made successfully, and most of them during his day.

Notable among these changes was the work of converting the Honesdale Branch from narrow to standard gauge track in 1886 and 1887; building of the yard at Honesdale, 1895; laying of the tracks inside and leading to the new Carbondale roundhouse in 1910; increasing the number of main line tracks between Providence and Carbondale from two to four; and the construction of the Wilkes-Barre Connecting Railroad in 1913. This last was intended primarily to enable The Delaware and Hudson to exchange cars with the Pennsylvania Railroad at Buttonwood.

While Mr. HEVERS does not choose to speak for himself, the men with whom he worked are quick to attest his fine character and ability. A further testimony is found in the right of way. It has kept pace with the motive power and cars through all their stages of development and remains a constant reminder to the employees and patrons of the Pennsylvania Division of the work which was done by Mr. HEVERS and his associates during his many years in the ranks of The Delaware and Hudson employees.

Index to 1928 Bulletins

AN index of the articles appearing in the issues of THE BULLETIN during the year 1928 has been prepared and copies will be sent to readers on request. To secure a copy, write the Supervisor of Publications, Room 905, Delaware and Hudson Building, Albany, N. Y.

"A Rail-less Railroad"

(Continued from page 102)

which revolves an inner tread (C). This inner tread runs on the main tread (D) which comes in contact with the ground, revolving around wheels (B) and the forward pair (E).

When passing over a small depression in the ground, the inner ends of the members (F) drop down, forcing the tread firmly to the ground. The reverse is true in surmounting small elevations. In order to allow for the increased length of track necessary in such cases, the forward pair of wheels is pulled backward, allowing more slack. Upon regaining level ground they are returned to their former position by the large springs on each side (H). Lubrication is effected by the use of a small injector (G).

Canada is fast awakening to the vast wealth in minerals which lies in great quantities in the northern parts of her domain. The first step toward realizing the full benefit of this great wealth was begun with the work of constructing a railroad from The Pas, Manitoba, to Port Nelson on Hudson Bay. The work was completed to within sixty-eight miles of that point when the project was abandoned in order to enter Fort Churchill, further north, as the latter afforded better harbor and shipping possibilities. Once the central regions of Canada are linked with the seaboard by rail, the prospects of development will become much brighter.

Both Montreal and Fort Churchill are approximately 3,000 miles from Liverpool, but the latter enjoys the advantage of being many miles nearer to the wheat, cattle, and mineral producing area. Canada produces 500,000,000 bushels of wheat annually, most of which finds its way to foreign markets. The journey from the wheat fields to the shipping ports, via rail and the St. Lawrence River, consumes at least a month. This time would be cut to ten days by the new rail line.

For the shipment of cattle, three possibilities present themselves. The first, via rail to Vancouver, thence through the Panama Canal to the Old World, would consume entirely too much time. The long rail haul from the western and central plains to the existing shipping points is undesirable due to the fact that cattle do not survive the trip well. It is thought, therefore, that the new short rail haul to Hudson Bay, thence over the Atlantic, which would insure a cool trip, would be much more desirable.

Construction of the railroad was begun in 1911, suspended in 1918, and was resumed in 1928. Only one doubt now remains in the minds of those who seek to make this a trunk line of the

future. Once the products are safely transported to Hudson Bay, what of the straits between there and the open Atlantic? This question will soon be answered, however, for the work of charting the channels is now being carried on by the government. Government aviators have been engaged, also, since June, 1927, in watching and reporting on the feature of icebergs. They found that the ice did not begin to move southward until late in November and shipping would be possible until mid-December. Inasmuch as the heavy traffic is disposed of by that time, this need not be a deterring item.

In the work of constructing the line the Linn Tractor has played a most important part. Supplies have been carried entirely by tractor trains over the ice of Hudson Bay from Port Nelson to Fort Churchill, the one-way trip of 180 miles consuming forty-two hours. They have surmounted inconceivable obstacles in so doing. The tractor which was shipped to Chesterfield Inlet will also ply between that point and the "End of Steel" of the new railway, seventy miles to the south, carrying gasoline and other supplies for the airplanes. The "trains" haul as high as fifty tons of freight, which, considering the "roadbed", is a sizeable load. Dog sleds might be quicker for passenger service, however.



Tractor Train Forging a River

Mary Ann, a buxom, rosy-cheeked girl from the country, visiting some friends in the city, volunteered to look after a neighbor's boys and girls while the woman attended a meeting.

She bathed, brushed, combed and put to bed her charges. When the neighbor returned she asked:

"Well, my dear, how did you get along with the kids?"

"Not so badly," replied Mary Ann, "but I had an awful time with the oldest boy—the red-headed one. He——"

"The red-headed one!" shrieked the woman; "why, that's my husband."

"Before the Doctor Comes"

(Continued from page 105)

Having outlined the history of First Aid Work in general we now turn to two events which recently occurred on our lines which should be of general interest as showing the degree of advancement of this work among our employees.

On February 27, four teams composed of employees of the Maintenance of Way Department entered a contest at Carbondale, arranged by DIVISION ENGINEER M. J. McDONOUGH and supervised by SAFETY AGENT R. C. HELWIG. So close was the contest that an extra event was necessary to break the tie which existed when the problems originally planned had been completed. By a margin of only one point, the team consisting of WILLIAM E. FIELDING, CAPTAIN, and W. SEELEY, L. WILLIAMS, G. BORRUGHT, and J. CONGDON, with D. KENNEDY as the subject, won over its nearest competitor in the extra event.

The problems were as follows:

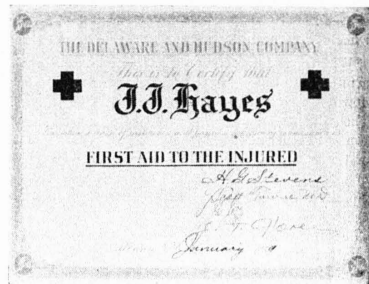
1. Simple fracture of left leg and simple fracture of right forearm, patient to be moved on stretcher improvised from poles and overall jackets.
2. Arterial bleeding from left arm halfway between elbow and wrist and laceration of scalp, patient to be moved with human stretcher.
3. Demonstrate Schaefer method of artificial respiration.
4. Simple fracture of right thigh.

The additional problem to break the tie consisted of: Fractured jaw on right side and amputation of left arm at elbow. Bandage jaw and stop bleeding of arm.

It is probably safe to say that a majority of the readers of THE BULLETIN would be utterly at a loss to know what to do in the event of an emergency arising which involved any of the above injuries.

For this reason the presentation of one hundred certificates to Maintenance Department employees of the Saratoga Division upon the successful completion of the First Aid course March 13, is peculiarly significant. While the company has permitted the men to assemble in classes for instruction during working hours, it has required much study and thought in their spare time to enable them to learn all that was covered by the course in the short space of ten weeks. For this reason a First Aid Certificate hanging in the home of an employee shows, not only that he has qualified for this very important service to his fellows, but that he has been willing to devote

some of his leisure time to study, thus becoming more valuable to the company and to the world at large.



First Aid Course "Diploma"

The Indian Hunter

THE statue of the Indian hunter and his dog, which appears on the front page, marks the site of James Fenimore Cooper's residence at Cooperstown, N. Y., on Otsego Lake. For many years prior to his death Cooper lived in Cooperstown and the scenes of many of his stories are to be found in the vicinity of Otsego Lake. Notable among his works were "The Deer-slayer", "The Pioneers", "The Prairie", "The Leather-Stocking Tales", "The Spy", which proved to be the greatest "seller" the country had ever known, "The Last of the Mohicans", and over seventy other popular works. Mr. Cooper was born at Burlington, N. J., 1789, and died at Cooperstown, September 14, 1851.

Despite the fact that Mark Twain defined Cooper's Indians as "an extinct tribe that never existed," these novels remain among the most interesting literary products of American Colonial days.

My friend, Oscar Peevee, names Pullman cars for a living. The other day he announced the birth of a baby girl.

"What did you name it, Oscar?" I asked.

He turned very red in the face. "Mary Jane," he stammered.

"Mary Jane!" I repeated in amazement.

"Yes," he groaned. "Terrible, isn't it? I wanted to call her Philademyroseideconia, but the wife—oh, well, there'll be other babies!"—PAUL S. POWERS.

Clicks from the Rails

Seaman Writes His Will

After years of sea-going, Henry F. Todd, Portland, Ore., completed his will in the language of the sea. When admitted to probate recently it was revealed that it was not only original, but also practical. The opening statement follows:

"I, Henry Fraser Todd, generally known as H. F. Todd, having struck a lee shore on my beam ends after sixty-six years of cruising on the sea of life, and it appearing that my cargo must be jettisoned, and desiring that it shall be possessed by those with whom it is my will shall enjoy it, rather than by beach-combers, and being of sound mind and memory, and not acting under duress or undue influence of any person, whomsoever, do now make, publish, and declare this my last will and testament in manner following

Woman's Place

Women have demanded and obtained positions in practically every walk of life, hitherto occupied only by men, from congressional seats down. Now they are driving an opening wedge in railroad officialdom. Miss Katherine E. Wilson is assistant to vice-president of the Illinois Terminal. Another railway official reports that she is anxious to retire to devote more time to housework. In this case it is Mrs. Sarah Edensborn, who succeeded her husband as president of the Louisiana Railway & Navigation Company, after his death two years ago.

Can You Stop?

Perhaps many auto accidents would be averted if motorists realized the distance their cars travel in a second's time at various rates of speed. With this idea in mind, figures giving the above information are quoted below:

Speed of Car in miles per hour	Feet Covered in 1 second
10	14.66
20	29.33
30	43.98
40	58.66
50	73.33
60	87.96
70	102.62

Expert Testimony

Back in 1833 when one of the first German railroads was being built, strong opposition was aroused among medical experts at Furth, Bavaria, who reported:

"Change of place by means of any kind of steam engine should be prohibited in the interest of public health. The rapid movement cannot fail to produce in passengers the mental disturbance called 'delirium tortuosum'. Granting that the passengers may voluntarily expose themselves to this danger, the government must at least protect the spectators. For the sight of a locomotive rushing along at full speed suffices to cause this fearful disease. It is necessary that a screen, at least five feet high, be erected on each side of the road."

Some Rail Service

If the total rail mileage covered by John Scanlon, recently retired Lackawanna engineer, during his sixty years of service, had been made in one continuous trip, it would have been sufficient to circumnavigate the earth seventy-three times. These figures are based on an average daily mileage of 100 miles, or a total of 1,825,000 miles.

Saves 600 Chiropractors

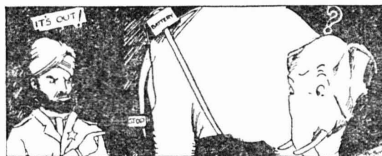
It paid J. S. Brown, trainman on the Denver & Rio Grand Western train No. 7 out of Denver, to be "on the job," recently. He was riding on the rear platform when he heard a rail snap. Bringing his train to a halt he ran back just in time to flag a special carrying 600 chiropractors home from a convention, and a possible derailment was prevented. The chiropractors showed their appreciation by presenting him with a purse of money.

Train Bags Deer

Two deer were killed recently when they ran into a fence, breaking their necks, when frightened by a passenger train of the Ulster and Delaware Railroad. The deer were part of a herd which had been grazing near the tracks and had been frightened by the trains during the preceding day. The game warden dressed them and delivered one to a tuberculosis hospital and the other to an Industrial Home.

Nine out of every ten freight claims made against railroads in this country during the year 1927 were paid within ninety days and three-quarters of the total were settled in thirty days.

Send Out the Flag



India, Ceylon, and other tropical countries where elephants are used as beasts of burden, have experienced no end of trouble since the coming of the automobile. Seeing an elephant in the daytime calls for no extraordinary power of vision; to distinguish their massive forms at night is a different matter. As a result there were frequent rear end collisions between automobiles and the pon-

derous pachyderms, which were hard on the motor cars and not particularly pleasant for their occupants (or the elephants).

A ruling was recently placed in effect in Kandy, Ceylon, therefore, that all elephants must carry tail lights when on the highways at night. No doubt the local officers are experiencing troubles such as that pictured in a recent issue of *Acridite*.

In One Hour

AN HOUR is a relatively short time, yet within that brief period The Delaware and Hudson Company performs a service which will prove interesting, and no doubt, surprising to a great many employees.

In each hour of 1928 The Delaware and Hudson Company

PAID	\$2,381 in wages,
PURCHASED	\$1,047 worth of material,
PAID	\$ 120 in taxes (National, State, and Local).
LOADED	36 cars or 1,476 tons or revenue freight,
MOVED	2,614 tons of freight an average distance of 151 miles, which is equivalent to hauling 394,714 tons a distance of one mile,
CARRIED	344 passengers an average distance of 35 miles, which is equivalent to carrying 12,167 passengers a distance of one mile,